

WEST Search History

DATE: Thursday, May 26, 2005

Hide? Set Name Query

Hit Count

DB=EPAB,JPAB,DWPI; PLUR=YES; OP=ADJ

| | | | |
|--------------------------|-----|------------------------------------|------|
| <input type="checkbox"/> | L56 | L54 and I51 | 0 |
| <input type="checkbox"/> | L55 | L54 and I48 | 0 |
| <input type="checkbox"/> | L54 | electrically variable transmission | 10 |
| <input type="checkbox"/> | L53 | I49 same I48 | 3 |
| <input type="checkbox"/> | L52 | L51 and I49 and I48 | 0 |
| <input type="checkbox"/> | L51 | minimum near3 loss\$2 | 4742 |
| <input type="checkbox"/> | L50 | powertrain near5 loss\$2 | 3 |
| <input type="checkbox"/> | L49 | input torque | 2186 |
| <input type="checkbox"/> | L48 | operating point | 5873 |
| <input type="checkbox"/> | L47 | golden section ratio | 3 |
| <input type="checkbox"/> | L46 | feasible operating space | 1 |

DB=PGPB; PLUR=YES; OP=ADJ

| | | | |
|--------------------------|-----|---|------|
| <input type="checkbox"/> | L45 | L44 not (I34 or I35 or I36 or I37 or I39 or I40 or I42) | 12 |
| <input type="checkbox"/> | L44 | (minimiz\$5 or reduc\$4 or decreas\$3) near5 I43 | 13 |
| <input type="checkbox"/> | L43 | powertrain near5 loss\$2 | 25 |
| <input type="checkbox"/> | L42 | feasible input torque | 2 |
| <input type="checkbox"/> | L41 | aggregate power loss\$2 | 1 |
| <input type="checkbox"/> | L40 | golden section ratio | 8 |
| <input type="checkbox"/> | L39 | L38 not (I34 or I35 or I36 or I37) | 10 |
| <input type="checkbox"/> | L38 | I32 same I33 | 13 |
| <input type="checkbox"/> | L37 | I33 same I31 | 3 |
| <input type="checkbox"/> | L36 | L35 not I34 | 6 |
| <input type="checkbox"/> | L35 | I31 and I32 | 7 |
| <input type="checkbox"/> | L34 | feasible operating space | 1 |
| <input type="checkbox"/> | L33 | input torque | 1039 |

| | | | |
|---|----------------------------------|--|-------|
| ■ | L32 | operating point | 4418 |
| ■ | L31 | powertrain near5 loss\$2 | 25 |
| | <i>DB=USPT; PLUR=YES; OP=ADJ</i> | | |
| ■ | L30 | L29 and I25 | 4 |
| ■ | L29 | I6 and I4 | 170 |
| ■ | L28 | L27 not (I8 or I9 or I12 or I13 or I16 or I19 or I22 or I26) | 11 |
| ■ | L27 | I6 near10 I25 | 11 |
| ■ | L26 | L25 same I24 | 4 |
| ■ | L25 | minimum near3 loss\$2 | 12362 |
| ■ | L24 | input torque | 4280 |
| ■ | L23 | feasible input torque | 0 |
| ■ | L22 | L21 not (I8 or I9 or I12 or I13 or I16 or I19) | 12 |
| ■ | L21 | electrically variable transmission | 12 |
| ■ | L20 | aggregate power loss\$2 | 1 |
| ■ | L19 | L18 and I6 | 5 |
| ■ | L18 | system power loss | 149 |
| ■ | L17 | minimum system power loss | 0 |
| ■ | L16 | L15 not (I8 or I9 or I12 or I13) | 3 |
| ■ | L15 | L14 and I5 | 16 |
| ■ | L14 | input torque | 4280 |
| ■ | L13 | I5 and I4 | 7 |
| ■ | L12 | powertrain near5 I6 | 6 |
| ■ | L11 | preferred near3 I6 | 0 |
| ■ | L10 | golden section ratio | 10 |
| ■ | L9 | feasible operating space | 1 |
| ■ | L8 | (minimiz\$5 or reduc\$4 or decreas\$3) near5 I5 | 28 |
| ■ | L7 | L6 and I5 | 3 |
| ■ | L6 | operating point | 16865 |
| ■ | L5 | powertrain near5 loss\$2 | 48 |
| ■ | L4 | I1 or I2 or I3 | 2356 |
| ■ | L3 | 180/65.2,65.8.ccls. | 1010 |
| ■ | L2 | 477/2,5,6,37,39,87.ccls. | 685 |

| | | | |
|---|----|--------------------|-----|
| ■ | L1 | 701/55,56,51.ccls. | 775 |
|---|----|--------------------|-----|

END OF SEARCH HISTORY